

Jeffery Corridor BRT



IN PARTNERSHIP WITH
CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION



PROJECT GOALS

Provide a high quality bus travel experience

Improve reliability and travel times

Introduce a number of BRT customer amenities

Pilot/test multiple high value transit investments

Establish unique identity to match improvements

PROJECT FEATURES

Proposed features of this Bus Rapid Transit (BRT) pilot corridor include:

Dedicated Bus Lanes | The area between 67th and 83rd Streets will be striped and signed for dedicated bus lanes for northbound use in the morning rush (7-9 AM) and southbound use during the evening rush hours (4-6 PM). This is consistent with current parking restrictions and no new parking restrictions are proposed.

High Quality BRT Stations | Standardized ½ mile BRT station spacing will provide new amenities and speed customer travel times. All Route #15 Jeffery Local bus stops will remain, including shared stops at BRT stations.

- BRT stations are proposed to include: lighted bus shelter with Bus Tracker LED display, BRT branded information kiosk, ADA accessible sidewalk ramps and bike racks, benches, trash receptacles, and landscape planters at select locations.
- Commercial Showcase Station at 71st Street is proposed to include unique sidewalk and crosswalk surfaces, and a large shelter for expanded weather protection.
- Residential Showcase Station at 100th/Paxton is proposed to include bumpouts and unique sidewalk and crosswalk surfaces.

Transit Signal Priority (TSP) | Traffic signals between 73rd Street and 84th Street will be upgraded to provide an early or extended green light so the bus can get through the intersection more quickly.

Queue Jumps | A queue jump will be provided on northbound Jeffery Boulevard at Anthony Avenue. A queue jump (or bypass lane) allows the bus to advance through an intersection ahead of general traffic with a unique traffic signal dedicated to giving buses a “jump” to move faster through this intersection.

Vehicle Enhancements | Buses will have unique head signs and graphics for branding and identity purposes. They will also be equipped with Bus Tracker information displayed on new LED screens so customers can anticipate transfer and arrival times at key destinations.

COST AND FUNDING

The CTA and City of Chicago Department of Transportation (CDOT) received \$11 million to implement the Jeffery Corridor BRT through Federal Bus and Bus Facilities (5309) funding that was awarded in July 2010. In 2007-2008, this project went through an extensive planning process that included public outreach meetings and CTA Board approval to initiate the project and pursue funding.

PROGRESS AND ESTIMATED SCHEDULE

Project Development

2007 and 2008

Phase I Design

Spring 2011 through Fall 2011

Public Open Houses

6/8/11 and 6/9/11

Phase II Final Design*

Fall 2011 through Spring 2012

Major Construction

Summer 2012 through Fall 2012

Begin Service

Fall 2012

* Opportunity for public comments will be available during Phase II Final Design.

To learn more about the project visit:
www.transitchicago.com/jefferybrt

PROJECT AREA MAP

